

The China Mail.

Established February, 1845.

VOL. XLVII. No. 8816.

星期五十月四日一千九百零八年一月一日

HONGKONG SATURDAY, APRIL 25, 1891.

AGENTS FOR THE CHINA MAIL.

PRICE, \$2 PER MONTH.

日七月三十卯辛

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 30, Crutched Friars, GORDON & GOTCH, Ludgate Circus, E.C.; BATES, HENRY & CO., 37, Watford, E.C.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street; W. M. WILLS, 151, Cannon Street, E.C.; ROBERT WATSON, 131, Fleet Street.

PARIS AND EUROPE.—AMADEE PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHRISTIAN EVIDENCE OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Ports generally.—BEAN & READE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CYDON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Columbia.

SINGAPORE, STRAITS, &c.—SAYLOR & CO., Square, Singapore; C. BRINKER & CO., Manila.

CHINA.—MIGOS, A. A. DA CRUZ, Amoy; N. MOULDE, Fochon, Hedge & Co., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors of the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

F. D. BOVIS,
Acting Chief Manager.

Hongkong, January 1, 1891. 154

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL.....\$3,230,677.07
RESERVE FUND.....\$6,500,596.31
RESERVE LIABILITY OR PROVISIONS.....\$9,290,677.07

COURT OF DIRECTORS.
Chairman—J. S. MOSS, Esq.
Deputy Chairman—S. C. MICHAELSEN, Esq.
H. L. DALEMPFER, Esq.; Hon. J. J. KESWICK, Alex. McCONACHE, Esq.; T. E. DAVIS, Esq.; C. J. HULLADAY, Esq.; H. HOPFUS, Esq.; D. R. SASOON, Esq.

ACTING CHIEF MANAGER.
Hongkong—F. D. BOVIS, Esq.—
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months, 3 per cent. per annum.
" 5 " 4 per cent. "
" 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. D. BOVIS,

Acting Chief Manager.

Hongkong, March 11, 1891. 363

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£80,000.

London—10, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, OMANA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be agreed upon.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent. per annum.

" 3 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the daily balance.

E. W. BUTTER, Manager.

Hongkong, September 4, 1890. 1362

Intimations.
A. S. WATSON & CO., LIMITED.

COMMENCEMENT BY APPOINTMENT.

THE HONGKONG DISPENSARY,
(ESTABLISHED A.D. 1841.)

Wholesale and Retail Druggists

ANALYTICAL, DISPENSING & GENERAL CHEMISTS.

P E R F U M E R S .

PATENT MEDICINE PROPRIETORS.

SEEDSMEN.

WINE AND SPIRIT MERCHANTS.

CIGAR IMPORTERS, &c., &c.

MANUFACTURERS OF AERATED WATER.

BY STEAM MACHINERY.

THIS being THE FIFTIETH ANNIVERSARY of our Firm, and THE JUBILEE YEAR of the Colony, "THE HONGKONG DISPENSARY having been Established A.D. 1841," we take the opportunity of thanking our friends for their support during the last 50 years, and tender them the assurance of our best services in the future as in the past.

We shall continue to import DRUGS, CHEMICALS, and Goods of every kind of the BEST QUALITY ONLY as heretofore, at prices that will be found to compare favourably with local rates, and in many instances with those ruling at home.

BRANCH ESTABLISHMENTS.

A. S. WATSON & CO., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI, 24, Nankin Road.

BOTICA INGLESA, MANILA, Escuela, 14.

THE CANTON DISPENSARY, CANTON, Canal Road.

THE DISPENSARY, FOOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENSIN.

LONDON OFFICE,
146, Fenchurch Street, E.C.

THE HONGKONG DISPENSARY,
21st January, 1891. 180

CAMPBELL MOORE & CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of SHARE-HOLDERS of the Company will be held on MONDAY, the 27th Instant, at 3 p.m., at the HONGKONG HOTEL, for the purpose of confirming the following Special Resolutions passed at the Extraordinary Meeting of Shareholders held on the 28th March, 1891:—

1.—That the word Ten in Articles 30, of the Articles of Association, be altered into Five.

2.—That Article 54, be altered by substituting the following words for the Original Article.

" The Directors shall not be more than Five and not less than Three in Number.

3.—That Article 54 Para 1, be amended by substituting the word Six, for the word Twelve in such Article.

By Order of the Board,

J. Z. LEON,
Acting Secretary.

Hongkong, April 11, 1891. 175

VICTORIA EXCHANGE, April 13, 1891. 704

Business Notices.

LANE, CRAWFORD & CO.

FOR SALE.
NEW SHIPMENTS OF LAMPS.

HANDSOME TABLE LAMPS,
" ROCHESTER" HIGH CANDLEPOWER.

WALL-AND REFLECTOR LAMPS,
HANGING LAMPS, 120-C.P.

" THE LAMP BELGE,"
DECORATED PORCELAIN TABLE LAMPS,
BRACKET AND HANGING LAMPS.

HINKS' "DUPLEX" LAMPS,
WIND-PROOF PUNKAH LAMPS, \$3.00 EACH.

ALL BURNERS INTERCHANGEABLE.
DIETZ TUBULAR WINDPROOF LANTERNS, WALL LAMPS & STREET LAMPS.

SHIP'S SALOON, CABIN AND BERTH LAMPS,
LAMP GLOBES, SHADES, CHIMNEYS, WICKS, BURNERS, &c., &c.

LANE, CRAWFORD & CO.

Hongkong, April 18, 1891. 705

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, BILLARD, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Meers, DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

ROBERT LANG & CO.,
TAILORS, GENERAL OUTFITTERS, &c.
(OPPOSITE HONGKONG HOTEL).

OUR STOCK of SEASONABLE GOODS is now complete in all the NEWEST MATERIALS, comprising:—A Large Variety of DRESS SUITING from \$30 upwards, TWEEDS for SUITS, ULSTERS and INVERNESS CAPE, CORDS and ELASTICS for RIDING and SHOOTING, BRUCHES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LITTLE THREAD and CASEMERE SOCKS; PATENT LEATHER PUMPS and SHOES, &c., &c.

W. POWELL & CO.,
LADIES', GENTLEMEN'S AND CHILDREN'S STRAW AND PITH HATS.

W. POWELL & CO.

TO LET.

THE CHINA MAIL

No. 8816—APRIL 25, 1891.

Entertainments.

THEATRE ROYAL,
CITY HALL.
THE HONGKONG CHORAL SOCIETY,
will (by Special Request), give a
T.D. PERFORMANCE
OF
BOURNAND AND JULIETTE'S COMIC OPERA
"THE CONTRABANDISTA,"
OR,
"THE LAW OF THE LADRONES,"
TO-NIGHT, 25th April,
at 9 o'clock p.m.

TRAM-CARS will run at suitable hours from end to the Peak.
Cross-Circle and Stalls.....\$2.00.
Bal. Seats, Stalls.....1.00.
Tickets obtainable at Messrs. LANE, CRAWFORD & CO., on and after Thursday, 23rd April, at 10 a.m.
Hongkong, April 25, 1891. 810

CONCERTS.

A SERIES OF CONCERTS, as follows:
Under the patronage of H.E. Major-General G. DIGBY BAKER, C.B., and Officers of the Garrison, will be held IN AID OF THE WIDOW AND ORPHAN OF THE BOMBARDEUR ASHDOWN, Royal Artillery.—
TO-NIGHT, 25th April,
ARMY AND NAVY, GARRISON THEATRE.
PROGRAMME:
Song, "Aw aye was dat article," Pte. McOnie, 1st A. & S. Hrs.
Song and Dance, Measey Mulrooney and McKey, H.M.S. Imperator.
Song, "I forgot," Pte. Stewart, 1st A. & S. Hrs.
Song, "Dra'mi in Upl. Westen," R.A.
Song, "The Rose of Tralee," Pte. Rosemond, A. & S.H.
Song and Dance, "Frothy Roll," Pte. McColvin, A. & S.H.
Song, "Many a time," Cpl. Crouch, R.E.
Song, "Selected," Mr. Smythe, INTERVAL.
Song, "The Gaffer of the Gang," Measey Badnagge and Northfield, H.M.S. Leader.
Song, "What do you think she did," Pte. Paton, 1st A. & S.H.
Step Dance, J. Stubbs, H.M.S. Seers.
Song, "Ninety Ten," Pte. Stewart, 1st A. & S.H.
Song, "The two nobby Militiamen," Messrs. Salbury & Greenham, H.M.S. Seers.
Song, "M. M. F. Fabs," Sergeant Ditcham, 1st A. & S.H.
Sketch, Comic, "In the Air," Spoko Butler, O. Mulrooney, Jack in Cooper, W. McCay, Lady Butler, C. Lee, John (the unknown) W. Barker, H.M.S. Imperieuse, and Sally Savage, W. Banks.
"GOD SAVE THE QUEEN."

N.B.—SUBJECT TO ALTERATION.
Doors open at 8 p.m. To commence at 8.30.

THE CONCERT ON SATURDAY, will be in IN AID OF THE WIDOW OF THE LATE MUSTER-Y-INSTRUCTOR RYAN, Civil Police.

Prizes of Admission:
1st Seats, \$1; 2nd Seats, 50 Cents; 3rd Seats, 10 Cents.
Tickets can be obtained from the GALLERIES SERGEANT MAJOR or at the Door.
Hongkong, April 25, 1891. 810

THEATRE ROYAL,
CITY HALL.
G RAND ASSAULT-A-T-ARMS,
BY THE
LORNE ATHLETIC CLUB,
ASCOLI & SUTHERLAND HIGHLANDERS,
ON

MONDAY, 27th April,
Under the distinguished Patronage
and in the Presence of
Sir G. W. DES VŒUX, K.C.M.G.,
AND
MAJ.-GENERAL C. DIGBY BAKER, C.B.,
Commencing at 9 p.m.

ADMISSION—Dress Circle and Stalls.....\$2.
Back Seats.....\$.50.

Hongkong, April 25, 1891. 810

TUESDAY, 28th April,
Commencing at 4 p.m.
ADMISSION.....\$.1.
Children, HALF-PRICE.

WEDNESDAY, 29th April,
Commencing at 9 p.m.
(when smoking will be permitted).
ADMISSION—\$1 (No Reserved Seats).
Soldiers and Sailors to all Performances,
25 Cents.

The BAND will be in attendance.
Seats for Monday and Tuesday, can be booked at KELLY & WALTERS.
Hongkong, April 26, 1891. 800

For Sale.
FOR SALE.
CHEAP! TO CLEAR.

A QUANTITY OF LADY'S WATER-PROOFS of different qualities, from \$2.50 each upwards.
G. R. LAMMERT,
Buddell Street.
Hongkong, March 13, 1891. 507

Notices to Consignees.

MOUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. PATHAN, FROM GLASGOW,
LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the HONKONG WHARF & GODOWN CO., Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 1st Proxime, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, April 24, 1891. 810

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. ERIKA, Captain F. Manta, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-MORROW the 26th Instant, at 4 p.m.

Any Cargo impounding for discharge will be landed into the Godowns of the HONKONG WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, April 25, 1891. 805

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Merchandise and Passengers at through rates for NINGPO, CHEFOO, NEW CHIANG, TIEN-CHUAN, HANKOW, and Ports on the YANGTZE.)

The Co.'s Steamship "Eriko," Captain J. A. T. JONES, will be despatched as above on MONDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, April 25, 1891. 805

FOR YOKOHAMA AND KOBE.

The Steamship "Frigga," Captain F. Næs, will be despatched for the above Ports on TUESDAY, the 28th Inst., at 10 a.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, April 24, 1891. 846

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessel, during their stay in Hongkong Harbour:

ADOLPH (GERM), American barque, Capt. F. CARLTON.—ROUTE, Brochhausen & Co. DON JUSTO, American barque, Capt. J. B. NEILSON.—Captain.

DOROTHY, British barque, Capt. AUGUSTUS COOK.—ROUTE, Livingston & Co.

VEIKING, Norwegian barquentine, Capt. O. P. LARSEN.—Siemsen & Co.

Hongkong, April 25, 1891. 840

To-day's Advertisements.

CONSULAT DE FRANCE.

CONTRACT FOR THE FRENCH SQUADRON.

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship "Haifan," Captain ANTON, will be despatched to the above Ports on TUESDAY, the 27th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, April 25, 1891. 840

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

CONSULAT DE FRANCE.

CONTRACT FOR THE FRENCH SQUADRON.

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

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For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, April 25, 1891. 840

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL AND SINGAPORE.

PROPOSED SAILINGS FROM HONGKONG, 1891.

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NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL AND SINGAPORE.

PROPOSED SAILINGS FROM HONGKONG, 1891.

THE CHINA MAIL.

The following are the Census returns of population for the three Straits Settlements, as ascertained by the Census taken on the night of Sunday last, April 1st:—

1881	1303	1671	1881
Singapore	70,110	103,968	102,688
Penang	24,600	27,000	26,526
Wellsley	7,765	8,876	9,090
Total	84,478	95,000	92,604

Pratt English ladies who start in trade as milliners and dressmakers find a useful suggestion in an account of which a similar business was opened in New York. The dressmaker hired a theatre, decorated it liberally with palms and flowers and the inevitable smilex, engaged as orchestra, and sent out tickets for an afternoon performance. There was a crowded audience, and the enterprising tradeswoman came on in a becoming tewgown, and leaning in a Juliet attitude over balcony remarked incidentally that the price of the graceful robe she wore was but a few dollars. Meantime the band played the dress, that I could not afford to buy. A few days later came more material. A real live horse was led on the stage, and the dressmaker modifed him in a well-cut habit, after displaying which, to the best advantage, she dismounted, and while riding the animal some sugar, discounted on the price of riding gear. Then, in an afternoon costume, she went shopping for her audience at a counter piled with the most tempting wares from her own stock, discussing combinations of colour and material with the "sales-lady" who attended from her own establishment. Afterwards, in a ravishing visiting dress, she paid calls upon the stage, and later on received her friends in a delectable indoor gown. The last no. of all before her in a Paris ball-dress leading for a tiny girl dressed in pink, and looking bewitchingly. The ladies applauded most warmly, while the price of the little frock was made known by her mother. This ingenious mode of advertising is said to have led to very large purchases.

COMMUNIQUE ON THE DEATH OF PRINCE JEROME.—The St. James's Gazette says:—"It could not last; we have amused ourselves very well." That epithet upon the Second Empire, spoken by one of its distinguished pillars, represented very well Prince Napoleon's attitude towards life. When he chanced to turn an inquiring glance towards To-morrow, it was to turn his back upon it with a shrug. He was not an insincere man, since he had no principles with which to keep him; but he was utterly destitute of the two things which can alone make a man successful, or even tolerable: tact and character. With brilliant abilities, he was utterly unstable: with a profound knowledge of men, he was leaden to know himself; with many of the kings of statesmen, he had nothing better than an unscrupulous intriguer. The first Bonaparte of authentic royal blood, he possessed the vulgarity and the tactlessness of the common adventurer. To him, more perhaps than to any other man, was due the shoddy tone and the flaunting unseemliness of the Second Empire. No hypocrite himself, he never dreamed of concealing his many and odious vices. His political caprices, and his curious attitude of cousin-in-opposition, must have gone far to disgust France with the Empire. Had he been an honest man, a prudent man, and a strong man; he might, and probably would, have done for France that which would have earned such gratitude as the world can give. But there, the reverses of all those things which he did, as for many years he had lived, utterly bankrupt in most of the things that make life worth living, or death worth enduring.

"FRAGRANT WATERS" MURMUR THAT, but for the unfortunate attitude taken up by H.E. the Governor on the Military Exaction, there would have been general regret over the announcement of his departure.

That Sir William Des Voeux will ever be regarded as an upright man, incapable of any crooked action, and Lady Des Voeux has also unquestionably secured the sincere regard of all classes here.

That these feelings were clearly demonstrated on the return to the Colony of the Governor and his worthy wife.

That if instead of constituting himself the special pleader of one line for the Colonial Office were at one time for the Hongkong side, as was also Governor Des Voeux—His Excellency had stuck to the evidently sensible view he took of the Military Exaction in 1889, much friction would have been saved and many warm words avoided.

That the contrast furnished at Singapore to the attitude taken up here in Hongkong, shows how the change of front accomplished by the Head of our Executive was as unnecessary as it was unwise.

That in 1889 Governor Des Voeux, after mature deliberation, stated that the contribution then exacted from Hongkong was fair and just—if only a return were made to the local revenue for the land and houses occupied by the Imperial authorities.

That in 1891 he considers that a sum double that paid two years ago is a just and fair amount.

That, although apart from the arbitrary and exasperating injustice of the doubled exaction, it is, only natural that the Governor's desertion of the Colony's cause should be resented by the community.

That the manner in which His Excellency has reproduced the tone as well as the sophisms of the War Office has increased the feeling of annoyance.

That the Secretary for War (Mr. E. Stanhope) now comes out in his true colours, and it will be hard for anyone at the time of day to acquit that officer of negligence and suppression in the negotiations about the Military Exaction.

That the attempt made by the War Office to cover the entire cost of the troops so distinguished for the defence of Chailung Station from the residents at these coasting stations, was a Parliamentary, or Governmental trifling, no one can now have the slightest doubt.

That as Gibraltar and Malta are the coasting stations nearest Home, it might be asked how much do these places contribute to the maintenance of the troops there.

That the unofficial members of Council are steadfastly fighting the battle of the ratepayers of Hongkong.

That it is much to be regretted that the poor health of the Governor should be an additional element in the campaign.

That the delay mentioned last week turned out to be less accidental than it was supposed, and manifestly in this instance silence was not consent.

That whatever grounds the unofficials may have for their objection to the increased salaries it would have looked far better had His Excellency forwarded their

telacon to London, and not thrown that object of this communication in the proportion which we are now asked to pay with the additional contribution greater than ought to pay with reference to the Imperial contribution! The next question is—ever if that question is answered in the negative, namely, that it is not unduly great, is the amount we are asked to pay greater than we are able to pay without serious injury to our prosperity—and that, even from the narrowest point of view of the War Department, means, without, injury to our capacity to pay any contribution in future at all. Now I don't think it requires much consideration on the part of the Council to give a negative answer to the first question. Although, to be true there is, as far as I know, no act of the Legislature which the Imperial Government could not have to incur if we were not here at all, for the defence of its trade in the East, and the defence of this cooling station, nevertheless, inasmuch as the incidental effect of that "expenditure" is our defence, the defence of our interests in that trade which though relatively perhaps small are intrinsically very large, I cannot for a moment think, when our contribution is compared with the whole cost, that you will believe it to be an unduly large one. When you bear in mind that ready, even as compared with the cost of the present troops, it is only about one-fourth part making a large allowance, as I have done, for the cost of the administration, the Water Authority has never bothered itself about the public convenience, we will not be expected to do so now.

That the cool manner in which Mr. Cope referred everybody to the streams on the hillsides for water, was suggestive.

That I should not wonder but a condenser might be found stowed away somewhere, if it were only hunted up.

That the highly-pigpled condition of the P. W. D. is becoming a subject of general conversation.

That the Governor is credited with having said or written some good things on the subject of this matter.

The deadlock has arrived, and the Reclamation Committee has arrived at only one of the little points in the general question.

That it is high time the Public Works Committee inquired into some of the complications not existing.

That the amount of friction and consequent wasted energy for which the rate-payers have to pay, is such that a remedy is loudly called for.

That a Royal Commission is really what is wanted, as otherwise our money will disappear like water—from Tyran.

That another fight is going on about that preposterous Central Market building, and a new architectural design is said to be raveling—that of Mr. Brown.

That the newest design is the third that has been worked up, and some say it is the best.

That of course Mr. Brown cleaves to his own side, and will have none of the new upstart.

That I have heard—but cannot credit this—that both designs are being proceeded with, so that the building is destined to be a rare conundrum.

That the "Law of the Ledrones" is strictly Conservative.

That this may account for the justly popular Mr. Holliday having appeared, perhaps unintentionally, as a particularly good caricature of the present Head of the Government.

That the Share Market is sick—high up.

That convalescence will not be arrived at until the dead horse of "carrying over" is fully acknowledged and got rid of.

That the "new" Central Market building has got wonderfully superfluous power.

That we have been as dead in the mud before and yet got through, and 'we will be yet.'

BROWNIE.

CONSISTENCY.

1889—1891.

As His Excellency the Governor will doubtless accuse the unofficial members of Council—and with some good cause—of having changed their opinions and line of policy, we give below two extracts which will show that the unofficials are not the only persons against whom a charge of inconsistency can be brought. We leave it to our readers to decide which change is in the right direction.

His Excellency, in the memorable despatch, written in 1889, the year of initiation, says:—

"Military Expenditure (apart from Defence Works), which is included in the amount of the contributions in 1884, 694, in 1888 as against \$128,15, in 1887, the increase being almost altogether due to the depreciation of silver, and the consequently increased number of dollars required to make up the annual contribution of \$20,000 towards the support of the Troops."

16. With reference, however, to the contemplated increase of this contribution, it is to be remembered that the above expenditure by no means fairly represents the burthen which is really borne by the Colony. The War Department and the Admiralty occupy land in various localities which in their aggregate area is of great extent, and much of which is being in the control of the Town of Victoria is of very great value. Unlike the other land of the Colony this pays no rent, and what is of more importance contributes nothing to the rates from the expenditure of which the Department is in question—the rent of the Colony. When the rent is taken into account, and there is also added the interest of the cost of the Defence Works and other lesser items, I estimate that the real contribution of the Colony to its Defence, exceeds \$90,000 per annum, a sum equal to nearly 1/4 of the Revenue.

17. Judging from the information at my command, I question whether there is paid towards this object by any other Colony, so large a proportion of its receipts, or anything like it; and it is moreover to be borne in mind that the defence of Hongkong practically includes a considerable extent that of all the British Mercantile Communities in the many Treaty Ports of China and Japan, which contribute nothing to the maintenance of the Cathedral and are not in a position to pay rent, and will be turned adrift and be practically cut off from their wonted public religious exercises.

18. Because in the probable event of the inability of the officials and wealthier non-officials to bear this expense, not only will these two classes be deprived of the benefits of the regular services of the Church of England, but a large portion of the community who frequent the Cathedral and are not in a position to pay rent, will be turned adrift and be practically cut off from their wonted public religious exercises.

19. Because all sections of the Church of England, whether Broad, High, Low, &c., stand together and tolerate the present form of service. If, however, the salary of a clergyman depended on the congregation, there are few who would prefer a clergyman representing their peculiar views, and that schism would shortly occur, rendering impossible the maintenance of the services of the Church of England.

20. Because the change contemplated will affect a sum, if any, saving in Government money, for public opinion will require the services of an official clergyman in the Gaol and Hospital, public property, the presence of a responsible clergyman to undertake the burial of the dead, and public conveniences due facilities for the performance of the rites of matrimony.

His Excellency, at a Council meeting held on 19th March 1891, said:—

"It appears to me that discarding al-

together the question of the mistake made by the Imperial Government in giving the reasons for this additional money, for public opinion will require the services of an official clergyman in the Gaol and Hospital, public property,

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THE CHINA MAIL

No. 8816.—APRIL 25, 1891.

BETWEEN THE LINES OF A CERTAIN MANIFESTO.

(From the *St. James's Gazette*).
Fellow-countrymen (and frenzies), though at first with your opinions
Uncle Sam was half-inclined to disagree.
By your aid the Land League triumphed, by your voice
(and notes) you mortified Old Ireland to the Irish (God for me).

But when victory was near us, and our hearts began to chafe us.
With the prospect of an independent land,
Some English politicians, with traditional traditions,
By their interfering tactics forced my hand.
And now my very pupils, with their conscientious scruples—
Officer-seeking, panic-stricken, raw recruits—
Are emboldened to drown me, and if they can, do thence in.
Just because their own convenience it suits.

There's nothing makes me madder since I vanished down the ladder.
Then to find that Gladstone won't support our cause; but before the next election he shall answer for his detection.
He shall find our ranks filled up without a pause!

The delegates I send you may the mission not offend you!
Are patriots of the very purest dre'
They will tell all the story of my fail and my glory
(And to get your coats and dollars they will try).

They have fought against coercion by obstruction's vast exertion;
They're the tried and trusty soldiers I have left; they have saved me for the Nation, spite of all intimidations.
(And they'll soon do what the Crown upon my head):

No with confidence still greater than in '90, we're the Britons Had rear in twin Committee Room Fifteen,

I appeal to you to aid me, though McCarthyites upstart me.

(With your greenbacks) on the way to College Green.

Then by every lawful measure (while you still supply the treasure)

We will make a stolid effort to be free;

And, in spite of all temptation to abdicate our poor Nation.

I'll remain your faithful servant, G. B. P.

THE ENGINES OF SHIP

AND MEN.

In the month of March, the grand and beautiful steamship "City of Paris," while on her voyage from New York to Liverpool, met with an accident by which her engines were completely disabled, leaving her helpless on the sea. She carried a large number of passengers, and great anxiety was felt concerning her in Europe and America. How she was finally towed into Queenstown Harbour will be remembered by the public.

"Well, what of it?" you say. "They afterwards found out how it happened, and repaired the engines, and no lives were lost."

Very true, but wait a moment. Because you never go to sea, do you think the mere destruction of a ship's engine has no lesson for you? How short-sighted men are! Did you ever lie on your bed at home, or on a cot in a hospital, helpless as a log? What ailed you? Some disease. What is disease? It is an accident to your vital machinery. What do the doctors try to do for you? To "cure" you? Yes, of course. Suppose we say "repudiate" you; it comes to the same thing, for we are kept alive and going by certain organs or engines inside the body. When they are out of order and work badly, we are ill; when they stop, we die. Do you see the force of the illustration?

Sometimes a man's machinery is never right from the hour of his birth. Here is a short story one man tells about himself which will show what we mean. He says: "One ship is never weak because another is, but a baby may be weak because its parents were, or some other of its ancestors. It is spoken of in the family that when I was an infant, I did nothing but sleep. Now, a healthy infant ought to be doing all the time, but not all the time. He should laugh, cry, kick, and take notice of things. My mother was bothered about it, and saw the doctor, who said it was owing to the sluggish state of my liver. Nevertheless, I lived and grew up as millions of children do. But authorized disease made its mark sooner or later, according to circumstances."

"About five years ago I began to feel bad. I didn't know what was the matter with me. I had a bad taste in my mouth, a slimy tongue, and felt languid and tired, and had no ambition for work. My appetite failed, and when I did eat, under a sort of compulsion. I had great pain after meals, when I had a very severe attack of constipation, a dangerous and often fatal complication. For this almost universal malady—often mistaken for other diseases—Seigel's Syrup is the only remedy to be relied upon. Look in the papers and read the testimony of witnesses from John O'Groats to Land's End."

and got a bottle, and in ten minutes after taking the first dose I fell asleep." In my excitement and satisfaction I declared, "This is the right thing!" After taking six bottles I found myself in perfect health. I am a new man, I never was in better health in my life, and all the members of my family think of my cure as all the more wonderful owing to my infirmity. I will gladly answer any inquiries about Mother Seigel's Syrup, and what it did for me. (Signed) W. Goldsmith, 126, Acer Lane, Brixton, and 19, Tachbrook Street, Philom.

Mr. Goldsmith is a pork butcher, and is well known and highly respected. In addition to his inherited weakness of the liver he suffered from deep-seated indigestion and dyspepsia, with an acute attack of constipation, a dangerous and often fatal complication.

Consequently he was often in great agony. I had got all over me, but more particularly in the bowels, where the pain was intense. The bowels were stopped or constipated, and the doctor seemed puzzled. One day he said, "I cannot account for your condition." I now began to think what was best to be done. Yet what could I do?

"I had heard of a medicine called Mother Seigel's Cimative Syrup, which was said to be a most remarkable cure for deep-seated and chronic complaints when all other remedies were unavailable, but I had never tried it, and why should I believe in it? Yet now suddenly we are sometimes led into paths we have never travelled before! About this time I picked up a newspaper, and read of a case similar to my own that had been cured—so the writer said—by Mother Seigel's Syrup. I decided to risk it, and sent over to Mr. Dyer, the chemist, in Acer Lane, West Brixton, & Prior, 75 cents.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. "Arragon" having arrived

from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 29th instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all Claims must be made before the departure of the Steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by

DAVID SASOON, SONS & CO., Agents.

Hongkong, April 23, 1891. 834

Mails.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, ISMAILIA, PORT SAID,

MALE, GIBRALTAR, MARSEILLE,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, CHINAS, MARSEILLE, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SHIP ONLY LANDED AT PLYMOUTH.

STEAMSHIP SYDNEY.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London and Havre ex Steamship "Tigris" and from Bordeaux ex Steamship "Pt. Levy" Letter, in connection with the above Steamer, are hereby informed that their Goods—*with the exception of Opium, Treasure and Valuables*—are being landed and stored at their risk in the Company's Godowns, whence delivery may be obtained immediately after landing.

Optimal cargo will be forwarded on, unless intimation is received from the Consignee before 2 p.m. To-day (Wednesday), the 22nd Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 23rd instant, at noon, will be subject to rent, and landing charges at one cent per packet per day.

All claims must be sent to me on or before Thursday, the 30th instant, or they will not be recognized.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLE.

E. L. WOODEN,

Superintendent.

Hongkong, April 23, 1891. 833

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PAYMENT, INSURATION AND BANKRUPTCY LAW, HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAVEN & & Prior, 75 cents.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "Tigris," Captain J. L. PARVIT, R.N.R., with Her Majesty's Mail, will be despatched this evening for LONDON, BOMBAY and SUEZ CANAL, on THURSDAY, the 30th April, at noon.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo

for London will be conveyed via Bombay, without transhipment, arriving one week later than by the ordinary direct route via Colombo.

To be sent either via London or Colombo according to arrangement.

For further Particulars regarding SHIPMENT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages required to be delivered will be determined by the Consignee.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLE.

E. L. WOODEN,

Superintendent.

Hongkong, April 23, 1891. 833

CONTINENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship "Klio," Captain A. TYSER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from the steamer.

The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees will be required to sign an Average Bond before taking delivery of their Cargoes.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Inst. or they will not be recognized.

All Parcel Packages should be marked to address in full; and sums will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:

To San Francisco ... \$225.00

To San Francisco and return ... \$393.75

To Liverpool ... \$225.00

To London ... \$322.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Services and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland via the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, returning at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This discount does not apply to through fares from China and Japan to Europe.

Official Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 304, Queen's Road Central, J. S. VAN BUREN, Acting Agent.

Hongkong, April 20, 1891. 807

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

PARTY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1891. 1540

THE TOKYO MARINE INSURANCE COMPANY, LIMITED, OF TOKYO.

SUBSCRIBED CAPITAL, \$1,200,000.

THE Undersigned, having been appointed Agents, are prepared to accept FIRE-CLASSED BILLS RISKS at Current Rates.

GEO. R. STEVENS & CO.

Hongkong, April 1, 1891. 661

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & CO., Agents.

Hongkong, November 14, 1890. 1054

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA & BALTO POETS;

ALAO, LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.